



## **Off-Road Implementation Advisory Group (ORIAG) Minutes Draft**

Wednesday, June 25, 2008  
1:00 p.m. – 3:30 (PST)  
Annex 4 Auditorium / Conference Room  
9530 Telstar Avenue  
El Monte, California 91731

### **1) May 12, 2008 ORIAG meeting minutes approved for posting.**

### **2) ARB Presentation – Enforcement**

ARB staff gave a presentation summarizing the enforcement of the In-Use Off-Road Diesel Vehicle Regulation. Questions from ORIAG members and comments received after the presentation are summarized below by category:

- How many additional staff will there be for enforcing this regulation?
  - ARB staff responded: 30 existing staff, plus 16 additional, to form the new Off-Road Enforcement Section.
- ORIAG members: We would like a fix-it ticket first, rather than a fine – for idling violations.
- How many people will ARB have doing data entry?
  - ARB staff responded: We are currently hiring numerous students to assist with this.
- How will ARB handle records kept at remote facilities?
  - ARB staff responded: Records are expected to be kept at a central location and the fleet owner has five business days to provide copies of these records.
- How many days to get EIN for new purchases?
  - ARB staff responded: EIN will be issued immediately and the fleet owner has 30 days to affix it.
- What if individual employee drops the ball and idles over 5 minutes, even though company has policy in place and has done training?
  - ARB staff responded: The fleet owner is still responsible. Employers can put in their own internal policies that penalize employees if they violate the idling policy.
- What if you are running the vehicle to treat an employee with heat stress?

- ARB staff responded: We won't enforce if that is determined to be the case.
- What was the maximum fine last year?
  - ARB staff responded: Approximately \$15,000,000.

### 3) ARB Presentation – Showcase Status

ARB staff gave a presentation summarizing the demonstration projects, which include: Showcase, SEP, and Snowcats. Questions from ORIAG members and comments received after the presentation are summarized below by category:

- Is there double credit for SEP I?
  - ARB staff responded: No, only single credit.
- It does not seem fair that SEP I is only for public agencies.
  - ARB staff responded: SEP II includes a private fleet, and SEPIII fleets have not been selected yet.
- Was there any public ability to apply for funds?
  - ARB staff responded: No - that would have been nice.
- What are we going to get at the conclusion of this demonstration project? Will it show that these devices work? Will it keep track of how long device works before has to be stopped and recharged? What level are all devices?
  - ARB staff responded: There will be numerous retrofit devices installed and we will learn what works and what doesn't. Yes, the entire shift will be tracked to determine recharging intervals. All devices are Level III.
- Will people be required to put on devices if they have to regenerate too frequently?
  - ARB staff responded: That's a question for regulatory implementation, not for the showcase. We hope to provide some draft guidance on this as soon as possible and will have the members of ORIAG review it. (See DECS subcommittee notes on this topic as well.)

### 4) ARB Presentation – Update

#### a) SOON

- i. There will be a South Coast SOON bidders workshop in late July/August. There is a new solicitation out, which is due in November. For the first SOON solicitation, South Coast air district received applications from 12 fleets, ten of which will receive funding (\$11million in projects). As the allocation was for \$30 million, they hope to award additional funds.
- ii. Why is the additional \$19 million not being put back into the traditional Moyer program?
  - Henry Hogo from South Coast air district responded: They are looking at this issue, evaluating which would be better. Some fleets applied under regular Moyer and we are discussing whether they might prefer to apply under SOON.
- iii. Bill Davis asked why the South Coast district had invited a 11,000 hp fleet to participate in SOON. ARB staff responded: Fleets between 5 and 11,000 hp would be locked out of traditional Moyer funding so applying for

SOON funding could be a good opportunity for them. Bill said this particular fleet would be eligible for Moyer.

- c) **Statewide Training Sessions** – ARB requested input on content.
- d) **Idling policy** – ARB working on guidance on guidance regarding idling policies.
- e) **Guidance document review** – ARB requested for ORIAG members to sign up if they want to be involved in reviewing guidance documents.
- f) **Auctioneers** – ARB is seeking input on how auction agreements are drafted and what they contain regarding the Bill of Sale.
- g) **DOORS**
  - i. How will DOORS accommodate companies with multiple tax id's?
    - o ARB staff responded: There will be a users' manual for DOORS that will discuss this issue.

## 5) **Public Comment Period (phone line open for comments)**

### **a) Future meetings logistics**

- o Meet more frequently in winter
- o People liked having face to face subcommittee meetings
- o Most people wanted the next meeting to be in September, rather than August

### **b) Future Meeting Topics**

- o Subcommittee briefings
- o SOON program requirements and eligibility relative to hours operated
- o Guidance from MSHA and OSHA on safety requirements
- o For future meetings, provide a “save the date” for next 2-3 meetings
- o San Francisco and Sacramento are easier to fly to
- o CalTrans building in San Diego is a good location
- o The public would like a summary of what has transpired at subcommittee meetings